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No anonymously signed communications that have already appeared in other papers will be inserted.

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DEATH.

ELIUM.—On July 2nd, at Southsea, ETHEL HARRIET ELIUM, wife of the Hon. J. B. ELIUM, Director of Education, Straits Settlements.

HONGKONG OFFICE: 10A, DES VEXES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 9th, 1914.

To far-removed observers of the rapidly-changing scenes in the Home-land, "What to do with our Suffragettes?" seems as important a question as "What to do with the Ulstermen?" There are times in the life of a nation when it would appear that the highest point of political government possible had been reached; there are others when the redressing of alleged wrongs and the need of political reforms become so pressing that the most feverish activity appears fully justified. The academic opinions of the few then become the fervent aspirations of the many; the time-worn planks in political platforms are converted into sounding boards for re-echoing the nation's voice. England is now passing through such a period, and it is not surprising that the advocates of women's rights, who have for many years kept up a more or less continuous expression of what had come to be regarded as merely pious opinions, should catch the general fever. It is surprising, however, that at least a part of them—and a very formidable part, apparently—should have resorted to measures which carry the mind back to the time of the Fenians. The use of bombs to enforce political arguments cannot be credited to the inventive genius of the Militant Suffragists, or even to the Fenians, although

historical experimenters in this direction, more or less confined themselves to the attempted destruction of those whom they regarded as standing in the path of the reforms they advocated. Nowadays the bomb-dealer seems to have a fainter grasp of the relations between cause and effect, and directs his—and, we must add, her—efforts to casting terror into the hearts of the multitude and gaining advertisement. The relation between a bomb explosion in Westminster Abbey and the granting of the Parliamentary suffrage to women is certainly rather remote, unless the proximity of the Abbey to the House of Commons and the abode of the "old man eloquent"—and obstinate—may be seized upon as forming the connecting link. Other outrages—such as the burning of country houses, the knifing of valuable pictures, etc.—are even still more remote from the object the perpetrators ostensibly have in view. In fact, they can only serve to confirm the opinions of those who hold that the reasoning powers of woman are defective and that she constructs her way of life merely by intuitions. OLIVER CHOMWELL's soldiers are popularly supposed to have done a lot of damage to the churches in England during the Civil War, but they had at least some sort of justification for the havoc they wrought, inasmuch as it was confined to what they regarded as symbols of episcopacy. But no historic building, no valuable work of art, no national treasure stands between the women and the accomplishment of their object. The barrier to their progress consists of a body of gentlemen in the House of Commons, led by a gentleman who conscientiously believes that it would not be to the good of the country to adopt the measure the women advocate, and who has suffered for his conscientiousness. Mr. Asquith is not supported in his views by all the members of his Government, and it may be possible that the evils he foresees are illusory. But, however that may be, it is obviously impossible to allow a section of the nation to inaugurate a minor reign of terror as an indirect way of advocating their views. The end may or may not be good, but even if good it cannot justify bad means, and the destruction of national property cannot be regarded as anything else but bad. The question is: What is to be done? The malefactors have invented a new weapon, popularly known as the hunger-strike. It is a weapon against which the authorities seem powerless, unless, indeed, they adopt the suggestion of the *Times*, and allow those suffering imprisonment to starve themselves to death. The objection to this is that it creates martyrs—precisely what the Government does not want to do. It may be pointed out, however, that, while the creation of martyrs in a bad cause is decidedly objectionable, the creation of martyrs in a good cause stands on a different footing. If the creation of martyrs strengthens the hands of the woman suffragists—and this is apparently what the Government fears—then the authorities, in releasing the hunger-strikers, are merely engaged in serving their own political ends. They are, in other words, acting in their own interests, not in the interests of the sufferers. Whether the death of some of the militant suffragists in prison would actually strengthen the cause as imagined is doubtful. Public exasperation seems to be wound up to too high a pitch to leave much room for sentiment. Such a course, however, may be taken as a last resort. There are other palliative measures, and one of these is the exclusion of all women from public buildings. This would at least ensure some measure of safety for the national treasures, since we believe that few men, however earnest in supporting women suffrage, would think their advocacy justified such outrages as have been recently perpetrated. Such a course would no doubt bear hard on a large number of innocent people, but it appears inevitable in the present state of civilisation that the innocent should suffer for the sins of the guilty. If any section of the people is seen to be unfit to use the liberties granted to it as a part of the social organism, then the authorities are perfectly justified in taking measures to deprive it of those liberties. It is not to be believed that the militant fever will last for ever, but until the time comes when wiser counsels shall prevail extraordinary measures are called for.

A Southern paper observes that the troubled state of affairs in China has led to many wealthy townsmen returning to the F.M.S. *The Malay Mail* has it on good authority that a large sum of money is also being withdrawn from Chinese banks and industries for safer investment in the Straits.

A heavy registered mail which had been placed aboard the *Empress of Ireland* was a total loss, and notices of this loss have been despatched to all parts of the world, giving lists of the packages.

Highlands and Lowlands Rubber Co. have issued an extraordinary circular stating they will pay a 5 per cent. interim dividend when the House of Commons decide on the rate of income tax reduction.

Owing to lack of entries, caused to a great extent by sickness amongst some competitors, the Aquatic Fête of the V.R.C., which was to have been held on Saturday, the 11th inst., has been cancelled.

A thief entered the third floor of No. 3, Ripon Terrace between Saturday and Tuesday and stole property to the value of \$300. A member of the same "profession" also burgled a house in Yee Woo Street, and went away with \$30 in money and jewellery and clothing.

The French Community of Shaineen are arranging to celebrate the 14th July, their "Fête Nationale," with great *débat*. An elaborate programme has been prepared. There will be sports for sailors in the morning, a reception at the French Consulate at noon, and later French members of the Club will be "At Home" in the Club. In the afternoon, the 26th Punjabi band will play in the French Gardens, and sports will be in progress at the same time, finishing up in the evening with a cinematograph show. The foreign residents of Shaineen feel greatly indebted to the regimental officers of Hongkong for so kindly lending their band on such occasions as H.M. Birthday, and the "Fête Nationale."

A British subject recently surrendered himself to the naval authorities at Hankow and stated that he was a deserter from his regiment, the Duke of Cornwall's Light Infantry, at Hongkong. Inquiries were made and the man was then sent to Shanghai under a guard of a sergeant and two marines. It appears, says the *Shanghai Mercury*, that the confessed deserter came to Shanghai several months ago when he was charged at H.B.M.'s Police Court as a stowaway. A billet was afterwards found for him but he did not stick to it long and, after disappearing, reports were received that he had been seen at Nanking and Hankow. The man will probably be sent back to Hongkong for the matter to be disposed of by his regimental authorities.

THE TYPHOON.

According to the Daily Weather Report issued by the Royal Observatory yesterday, one centre of the typhoon entered the coast south of Amoy yesterday morning. The movements of the second were uncertain; the two might have merged into one again. The Report added that as the barometer was no longer falling in Hongkong at the time of writing the report, the probability was that the typhoon was filling up, though that was not certain.

A rumour was spread yesterday morning that the typhoon would strike the Colony about noon, and the usual precautions seem to have been taken by many residents against the occurrence, houses being closed up and doors and windows barred. At the Supreme Court the rumour was responsible for the postponement of a case. There was no authority whatever for the rumour which was no doubt the result of a very infantile appreciation of humour.

AN UMBRELLA STORY.

At the Magistrate yesterday a very tall, erect Chinese, hailing from the San Wui district, was charged by Inspector Fenton with the larceny of an umbrella, the property of a passenger on the *Kwong-tung*. The defendant alleged that a man on the boat asked him to take it ashore for him. He did not know the man's name, and he was a complete stranger to him.

The Magistrate (Mr. C. D. Melbourne)—Was it too heavy for him to carry himself? (Laughter.)

Defendant further said that he had one umbrella himself, and he was stopped by a detective and asked how he came to be in possession of two. He had intended to go to Aberdeen "to see a friend, whom he did not know." He purposed looking for him, however. (Laughter.)

Asked by the Magistrate if he had any money, the defendant, with engaging frankness, admitted that he had not. He emphatically repudiated a suggestion, however, that he had "forgotten" to pay his fare down from Canton.

Inspector Fenton said that the man declared, when arrested, that he took the umbrella by mistake. Defendant was sentenced to six weeks' hard labour, and four hours' stocks.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE DISPUTE AT WOOLWICH ARSENAL.

MEN TO RESUME WORK TO-DAY.

LONDON, July 8th.

In the House of Commons, Mr. Asquith said that the Government had decided to appoint a Court of Inquiry into the Woolwich Arsenal dispute, to consist of two representatives of the employers and two representatives of the Trade Unionists, with Sir George Askwith of the Board of Trade, as Chairman. There was now no reason, he said, why the men should not resume work. The Government were willing that the work particularly affected should remain in abeyance, and that the man who originated the strike might return pending the inquiry.

Mr. Asquith, Sir Frederick Donaldson, Mr. Will Crooks, M.P., and Sir George Askwith are conferring on the situation, and an early settlement is expected.

GOVERNMENT'S TERMS ACCEPTED.

At a meeting at Woolwich, the strikers enthusiastically accepted the Government's terms, namely, that the discharged man and all the strikers should resume; that whatever the result of the enquiry none should be punished; and that the erection of the machinery concerning which the strike arose should be continued, provided that the remainder of the foundation is done by Arsenal employees. There will be a resumption on Thursday.

About 60 engineers at Portsmouth Dockyard came out in sympathy with the strikers at Woolwich, prior to the decision of the latter to resume.

It is understood that the Woolwich enquiry will be held on the principle that resulted in the *impasse* on the 4th inst. at the Arsenal.

BRITAIN'S FINANCE BILL.

LONDON, July 8th.

In the House of Commons, Mr. Bonar Law's motion censuring the Government for proposing guillotine resolutions limiting the further discussion of the Finance Bill to seven days, was rejected by 269 votes to 246.

The small majority was partly due to Liberal abstentions.

Twenty-three Labourites and 63 Nationalists supported the Government in the division. One Liberal voted with the minority. The bulk of the Liberal abstainers object to the principle of the Closure on the financial proposals.

Altogether 22 Liberals abstained from participating in the division. Most of them are members of the famous Hot "cave" of rich Liberals.

The discussion on the guillotine resolution on the Finance Bill has been adjourned.

TRADE OF GREAT BRITAIN.

LONDON, July 8th.

The returns of the imports and exports of Great Britain for June reveal a decrease in imports of £37,477, and in exports of £23,933,592. The decrease in the former was principally in food, drink and tobacco £1,301,248, and wool £438,000. The increases were in raw cotton £1,483,369, and in wool £389,534. The decreases in exports were in iron manufactures £307,000 and in cotton £1,540,961. There was an increase in wool of £171,475.

In the Lobby members are talking of an early election.

THE INDIA COUNCIL.

REORGANISATION BILL REJECTED BY HOUSE OF LORDS.

LONDON, July 8th.

The House of Lords rejected by 66 votes to 38 the Council of India Bill, designed to reorganise the India Council at Whitehall, and to make the appointment of two Indian members a statutory obligation. The opposition in Great Britain and India to the Bill is mainly grounded on the contention that the Bill changes the Council from an advisory to an administrative body, and bestows autocratic power on the Secretary of State for India.

THE FRENCH LOAN.

SUBSCRIBED FORTY TIMES OVER.

PARIS, July 8th.

The French loan of £22,000,000 was subscribed forty times over.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

CANADIAN IMMIGRATION LAWS DECLARED VALID.

"KOMATAGA MARU'S" PASSENGERS WISH TO RETURN TO HONGKONG.

OTTAWA, July 8th.

The Courts having upheld the validity of the regulation excluding the Hindus from admission to the country, instructions have been sent to the immigration officials at Vancouver to proceed with the deportation of the passengers on the *Komataga Maru*.

LATER.

The Hindu passengers on board the *Komataga Maru* announce that they are willing to return to Hongkong, and they have appealed to the Dominion Government for financial assistance.

FRENCH SUBMARINE SUNK BY TORPEDO-BOAT.

TOULON, July 8th.

A torpedo-boat sank a submarine during Naval manoeuvres. Fortunately, the crew were saved.

The submarine was steaming on the surface, hence most of the crew were on the deck. The others rushed up from below as the vessel began to sink in 170 fathoms of water, and all were rescued by boats from warships in a heavy sea.

FRENCH PRESIDENT'S VISIT TO RUSSIA.

A GRANT OF £16,000.

PARIS, July 8th.

The Chamber of Deputies has approved of a grant of £16,000 for President Poincaré's visit to Russia and Scandinavia.

The Socialists opposed the grant on the ground that such visits were liable to lead to secret treaties.

FRENCH OPEN GOLF CHAMPIONSHIP.

LONDON, July 8th.

The French Open Golf Championship at Letouquet was won by Edgar, with a score of 288.

Vardon came second with 294, and Ray third with 296.

INTERNATIONAL LAWN TENNIS.

LONDON, July 8th.

In the contest for the Davis Cup between Great Britain and Belgium, which was played at Folkestone Mavorgradato beat De Borman: 6-1, 6-3, 8-6, and Parke beat Watson: 6-2, 6-2, 6-3.

BERLIN, July 8th.

Germany has decided at the last moment to enter the Davis Cup contest.

HOME CRICKET.

LONDON, July 8th.

Kent defeated Yorkshire at Sheffield by five wickets.

Surrey defeated Lancashire at Manchester by an innings and two wickets.

Notis defeated Derbyshire at Nottingham by 152 runs.

Sussex defeated Somerset at Hove by eight wickets.

HOME BOXING.

WELSH SECURES WORLD'S LIGHTWEIGHT CHAMPIONSHIP.

LONDON, July 8th.

At Olympia, Freddie Welsh, the famous Welsh boxer, beat the American, Willie Ritchie, for the World's Lightweight Championship on points.

At the start Welsh rushed, but Ritchie promptly clinched. The American's leads were generally ill-timed, and it was obvious that Welsh was much faster. In the fourth round Ritchie landed with his right, but for this he had to take some hard jabs from Welsh's right. In the sixth and seventh rounds, Welsh forced a clinch in which he was far superior, Ritchie being severely punished. The eighth round saw Ritchie score with two swift jabs with the right, but in the ninth Welsh planted his right on Ritchie's face almost at will, flashing a terrible blow to the American's jaw. Ritchie came up for the thirteenth round looking very weary, and he was evidently trying for a knock-out as the only chance left for him. In the seventh and following round the American got in successively with his left and right, but the blows did not appear to possess over-much sting.

Two thousand ladies were among the spectators of the fight. A priest was Master of Ceremonies.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

SETTLING THE MEXICAN DIFFICULTIES.

SANTILLO, July 8th.

As a result of the conferences between the representatives of General Carranza and General Villa, the latter's Army agreed to acknowledge General Carranza as first "Chief," while General Villa remains as Commander of the Northern Division.

OBITUARY.

LONDON, July 8th.

The death is announced of General Sir L. J. Oliphant, K.C.B., C.B., K.C.V.O., C.V.O.

[General Sir Laurence James Oliphant entered the Army in 1866 and became Major-General in 1898. He served in the Sudan, 1895, receiving medal with clasp and the Khedive's Star. He at one time commanded the Grenadier Guards, and also commanded the Infantry Brigade at Aldershot 1900-1, and served in the South African campaign from 1901 to 1902. Deceased Commanded Home District, 1903-6; Distinguished Service Career 1905; and was General Officer Commanding-in-Chief Northern Command 1907-11.]

FOUR YEARS OF PROGRESS IN MALACCA.

Writing the annual report for Malacca for the fourth time, says Mr. L. E. P. Wolferstan, the Resident, I feel it may be of interest to see the material progress that has been made in the four years. A few figures will illustrate the changes. The year 1909 closed with a revenue of £721,272 and expenditure £810,275, the most prosperous year in the Settlement's history up to that time since it came under British control. The figures for 1910 and 1913 are:—

	Revenue.	Expenditure.
1910	£1,342,005	£858,024
1913	1,593,396	852,492

1909 saw the birth of the Rural Board, but 1909 was the first full year of working. The dues collected by the Board for assessment, rates and taxes, £55,012 in 1909 grew to £93,421 in 1910 and £231,339 in 1913.

Analysing principal sources of revenue it is pleasing to record that land rents have advanced from £149,400 (land numbers) in 1910 to £327,000 in 1913. Assessment returns, too, are full of promise, though with prices for rubber so much lower and likely to remain so I doubt if more than £180,000 to £200,000 can be looked for from land assessment. It is less satisfactory that apart from Rural Board collections nearly half the revenue comes from the Monopolies Department. It must not, however, be forgotten that upon the Government in 1910 undertaking the manufacture and sale of opium, so far as Malacca is concerned, the sums collected are gross and not net revenue. Still, allowing for cost of production the net sum is very large and one would wish to see other sources of revenue expand at the expense of this. In 1910 the sale price of opium was \$3 for three months and \$4.36 for nine months, \$384,058 being received for 167,808 tahils. In 1913 with the price raised to \$5 for one month and 21 days and \$6 for the rest of the year, \$918,313 were received for 167,508 tahils. Enhanced price of the drug has been largely counterbalanced by the ability of consumers to meet it through increased wages. Liquor duty earned \$163,726 in 1910, and \$190,255 in 1913.

THE OATH IN THE MALAY STATES.

The *Malay Mail* says:—The oath taken by witnesses in the F. M. S. reflects no small credit upon those by whom it was evolved; for it is rather an achievement when one considers the difficulties which were overcome. It had to be dignified, impressive, and mildly inspiring of awe, and it had to blend with these qualities a studied avoidance of the various religious formulas which in other lands are used to extract from prevaricating mankind that rarest of virtues, which has been known to prefer the seclusion of a well to certain places where it might more reasonably expect to be found. Here, where places of devotion are mainly noticeable for their number and variety, it took no little tact to find suitable wording for the oath which is repeated in a daily average of half a dozen tongues, each representing a similar number of beliefs. "As bound by faith, honour and charity" is uncompromising. On the face of it it appears to cover all that is necessary, and in fact, if a man does not possess all of these virtues to swear by, he might with some degree of certainty be expected to have at least a little of one. But where humanity is as varied as here it was evidently considered inadvisable to be too certain even upon this point, and to make assurance doubly sure an addition was made. And so the oath goes on "and mindful of section 181 of the Penal Code." There is something ominous in the veiled threat contained. A witness may not be able to repeat by heart section 181, he may never have heard its true definition before, but as to its effect he is usually able to make a pretty shrewd guess. And so, though faith be weak and fluttering, or of one of the varieties invented in America, though honour be original in character and "the greatest of these" sadly lacking, there is always the concluding sentence of the oath to spur a witness at least to make an effort towards telling the truth, the whole truth, etc.

TELEGRAMS.

["DER OSTERASISCHER LLOYD" SERVICE.]

CHINA SERVICE.

JAPANESE PROPAGANDA IN CHINA.

PEKING, July 8th.

The Sino-Japanese Industrial Society is starting operations by buying up silk cocoons in Chekiang and other Southern provinces. Chow Ching Chien has been entrusted with the transaction of this business. The Vice-President of the Society, Baron Shibusawa, has declared that Japan is expecting much from the Society in the way of propaganda for Japanese political and trade influence in China.

A "SECOND WHITE WOLF."

PEKING, July 8th.

News is reaching the capital that a "Second White Wolf" has made his appearance in Shansi, near the Mongolian frontier. The Government, however, is very little perturbed. The man in question is Kung Fu Kuot, formerly a Major-General, who was dismissed for complicity with "White Wolf." He has, however, the assistance of the former Colonel Shu Tung Chi, who acts as his aide-de-camp. Both were formerly members of the Kuomintang.

RAILWAY EXTENSION IN CHINA.

PEKING, July 8th.

The Ministry of Communications has decided to extend the following railway lines, as soon as possible, viz.:—Sui-yuan in Shansi to Ning-shia in Kansuh, total 1,178 kilometres; from Ichang to King-chow-fu in Hupeh, 400 kilometres; and from Hsu-chow in Honan to Siang-yang in Hupeh, 250 kilometres.

THE DEADLOCK AT THE TIBETAN CONFERENCE.

PEKING, July 8th.

The Chinese in Szechuan say that the breaking off of the negotiations at Simla was due to the demand that China should vacate Siang Chen in Szechuan province, a stronghold of the Lamas, which she took only a short while ago after fighting which lasted one year.

REDUCING MILITARY EXPENDITURE.

PEKING, July 8th.

The General commanding in Chekiang Province has reduced the military outlay of the province from \$520,000 to \$355,415, with effect from the 1st July.

EUROPEAN SERVICE.

THE BOSNIAN TRAGEDY.

INVESTIGATIONS INTO SERBIAN IMPLICATION.

BERLIN, July 7th.

A Common Council of the Austrian and the Hungarian Ministers has taken place at Vienna for the purpose of devising exceptional Ordinances for Bosnia and Herzegovina and to discuss the investigation of the Serbian implication in the assassination conspiracy.

St. Petersburg circles affirm that Russia would have no objections on monarchical grounds to the extension of the investigations to Serbian Territory.

THE AUSTRIAN HEIR TO THE THRONE.

The new Austrian Heir to the Throne will soon be gazetted as Inspector-General of the Army.

ROMANIAN SYMPATHY.

The Roumanian Official Gazette publishes a communication from H.M. King Carol expressing his grief over the loss of a proved friend, in the person of the assassinated Archduke.

ANARCHISTS ARRESTED IN PARIS.

BERLIN, July 7th.

The arrest is reported from Paris of two anarchists, who are stated to have been preparing bombs for an attempt on the life of the Czar.

THE AMUR RAILWAY.

BERLIN, July 7th.

The Russian Imperial Council have passed supplementary votes for the construction of the Amur Railway and the reorganisation of the Russian Foreign Office.

THE SITUATION IN ALBANIA.

BERLIN, July 7th.

The German authorities have forbidden the enlistment of volunteers for Albania. The volunteers who arrived at Durazzo are discontented and are returning. The Prince of Albania has urgently requested arms and ammunition.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

MACAO, July 7th.

ANNIVERSARY OF THE REPUBLIC OF PORTUGAL.

This morning by invitation of H.E. Senhor Maia, many assembled at the appointed hour at Government House to consider arrangements for celebrating the anniversary of the Portuguese Republic. It was decided that there should be Chinese day and night processions, sports for civilians and military at the Tap-siac, general illuminations, balls, etc. Committees were formed to make the necessary arrangements. Among the Chinese great enthusiasm prevails.

THE WEST RIVER FLOODS.

Two expeditions have gone up to Kong-moon, etc., from this city with rice, biscuits, medicines, etc., for the relief of sufferers by the floods. They have reported that it was only possible to help those near the river, and the relief parties are returning to Kongmoon with further supplies of food and with launches or motor-boats, in order that they may reach nearer to the hills where many have taken refuge.

A PARLIAMENTARY ELECTION.

Soon we are to have an election to appoint a representative as "deputado" for this city at Lisbon. There are two candidates for the honour—one is Dr. Gonsalves Pereira, port doctor, now at Lisbon, and the other is Dr. Mello Leitao, notary public in this Colony. The supporters of each are industriously at work.

SUPREME COURT.

Wednesday, July 8th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE, MR. H. H. J. GOMPERTZ.

AN INJUNCTION JUDGMENT.

His Lordship delivered judgment in an action for the discharge of an injunction. The action arose out of an injunction action in Chambers between Chui Taz Yuen, carrying on business as the Pau Heung Chai firm, plaintiffs, and the So Mang Suen firm, defendants. Mr. G. C. Alabaster (instructed by Mr. Stokes, of Messrs. Deacon, Looker, Deacon & Harston), moved for the discharge of the injunction on behalf of So Kwok Wan, of 180, Queen's Road East, it being claimed for Wan that he had been adversely affected by the previous order.

Mr. Eldon Potter (instructed by Mr. Dennis, of Messrs. Dennis & Bowley), opposed the application on behalf of the plaintiff in the previous action.

In the course of his judgment his Lordship said that there was no suggestion of any fraud. Plaintiff merely suggested that his goods had been wrongfully taken under execution, and if he proved this he had a right to follow the goods. And if the defendant had intermeddled in the execution the claim was against him, in tort, for damages. In any event, if the defendant received the proceeds of the wrongful execution, plaintiff could compel him to account for those proceeds. Did the defendant give plaintiff any right to attach the proceeds of the sale? The money had reached the possession of the defendant; that was to say, it was in the hands of his solicitor who held it for him. But under what right could the plaintiff attach it? It was quite clear that his claim for damages gave him no such right. Nor again, if he sued under contract for debt had he any claim to attach upon specific grounds. No part of the sum held by plaintiff's solicitor could be ear-marked as the property of the plaintiff. His rights, he thought, were those of a simple contract creditor, and his remedy against defendant was to proceed to judgment and execution. He could not have an injunction to prevent defendant from dealing with his own property. It appeared that the defendant to the action was a foreigner—a Chinese resident in China—but the plaintiff was in the same case, and if the defendant would not wait here to be sued the plaintiff would have to pursue his remedy in China. The injunction would be discharged with costs.

Mr. Potter asked for a stay for fourteen days, pending a possible appeal.

Mr. Alabaster opposed this, stating that the applicant had been kept out of his money long enough already.

Mr. Potter said he wanted to prevent the money going out of the Colony. If it did go there would be no object in appealing.

His Lordship made no order for a stay, but gave leave to apply providing the costs are paid.

Shi-Yu, the Guardian of the Young Emperor Hsuan-Tung, has chosen a place for the mausoleum of Emperor Hsuan-Tung at the Hsiang-shan, Western Tombs. It will be erected within the next five years at a cost of six millions dollars. The amount will be defrayed by the savings of the Imperial household, which amount this year to one million dollars.

CORRESPONDENCE.

THE STAR FERRY CO.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—With reference to "Passenger's" letter in your to-day's paper regarding the Star Ferry Co.'s monthly family tickets, I think the Company is quite justified in charging more for a family of 12. I don't see why a family of three should pay the same as a family of six or more. It tickles me to know that "Passenger" is a shareholder in the Ferry Co., and is kicking. Under the circumstances it will bring a better dividend for his shares.

I agree with "Passenger" that there are some who take trips after 5.30 p.m. almost daily for several trips at a stretch. I know a few families who are doing it; and don't you think the Company is justified in raising the price of the tickets?

About the suggestion of chartering a Chinese launch to ply between Blake Pier and the old Ferry Wharf, I advise "Passenger" to go ahead with the proposed scheme. Talk is cheap, but do it. "Passenger" will next want the Ferry Co. to provide him and his family with a motor-car to take them to and from the Ferry Wharf daily, and, of course, it is to be included in his family ticket for \$9 a month.—Yours truly,

KOWLOONITE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 8th July, 1914.

SIR,—I have read in your columns this morning the letter written by "Passenger" re. The Star Ferry Co. Surely "Passenger" was only annoyed because he had been disturbed in his slumbers.

I consider that for years the uniform charge of \$9 per family has not been quite fair to the smaller families, for why should a family of, say, 4 persons have to pay at the same rate as one of 10 or 12? I am glad to see this matter is now being levelled up. I believe this new system is followed by the Peak Tramway with every success; whilst the Lower Level Trams do not issue family tickets at all.

As regards the residents of Kowloon having been the making of the Ferry Co., I should have thought the boat was on the other leg! By the splendid service maintained at reasonable cost many families have been attracted to the other side of the water. Let "Passenger" try a Chinese launch for a month and he will appreciate the difference. His family can board the Star Ferries with the assurance that their dresses will not be soiled, and during the present typhoon season he can be assured that the ferry service would not be stopped until the last moment, whereas a Chinese launch would settle away to shelter at the least sign of a signal.

The family of 10 or 12 may have to pay \$17, but I think they are getting their money's worth.—Yours, etc.

KOWLOON.

PRIDE OF COUNTY.

WHICH HAS PRODUCED THE GREATEST MEN?

A debate arranged by the Society of Warwickshire Folk in London to discuss which county in England has produced the greatest men was held recently at the Holborn Restaurant, with Lieut.-Colonel Martineau, Lord Mayor of Birmingham, in the chair. It was hardly a complete discussion, as many counties who have strong claims were not represented. For instance, Devonshire, which has provided many famous men, had no champion; Northumberland, Durham, Cumberland, Wiltshire, Essex, and Middlesex had no voice in the matter. Lancashire, the county of the Red Rose, had for champion the Rev. P. H. Ditchfield, and Yorkshire, its old rival, Mr. Gordon C. Home. Cheshire's claims were advocated by Mr. H. S. M. Grover, and those of Sussex by Mr. Prescott Row. Cornishmen by their cause pleaded by the Rev. W. S. Lach-Szryma, Derbyshire men by Mr. Morrice Gerard (the Rev. J. Jessop Teague), and Warwickshire, with Shakespeare, made strong running when advocated by Mr. E. Marston Rudland. Somerset's case was presented by Mr. R. B. C. Gregory, and the men of Kent had a strong pleader in the Rev. A. Winnifred. The Channel Islands, Gloucestershire, Staffordshire, Norfolk, and Surrey all presented claims to be regarded in priority in the matter of famous men. The court of judges was an international one.



PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—
THE MEDICAL HALL.
HONGKONG.

DELIRIUM OF THE OIL BOOM.

HOW MILLIONAIRES WERE MADE AT CALGARY.

With the discovery of oil near Calgary (Alberta) a new source of supply has been made available within the British Empire. That oil exists in far Western Canada will be a surprise to many—and not the least to a great many Western Canadians. Following the strike, one of the wildest booms of recent times has raged in the city of Calgary.

Under the supervision of A. W. Dingman, an outfit has been drilling in the country to the south of Calgary for about eighteen months. Reports on which they were working indicated the presence of oil of good quality and in paying quantities. Last autumn they made a small strike, which, although it created at the time no little sensation and led to the flotation of a number of other companies, did not continue, with the result that the incipient boom fizzled out and oil was forgotten.

Throughout the winter, however, the Dingman outfit continued drilling, and on May 14th they again struck oil at a depth of 2,718 feet. In a very short time it rose about 2,000 feet in the well, and has several times since "gushed" at the top. This well is known as the Discovery.

PURE GASOLINE.

Wells have been sunk by a few other people, but have not yet got down to oil. An analysis of the oil from the Discovery well has shown it as being 65° Baume, or almost pure gasoline, worth to be capable of producing from 100 to 150 barrels per day, with an additional output of natural gas (through which the drill goes before reaching oil) of about two million cubic feet per day. The oil has been put on the market in small quantities, and is in use in motor-cars.

The announcement that oil had been struck was made on the morning of May 15th, and a boom ensued that eclipses the imagination. The Westerner is a born optimist, and will risk everything he has if needs be on the turn of a coin or a rise in shares—he will lose one fortune in a boom and cheerfully borrow money and invest it in the next.

Despite the fact that Calgary had just pulled through a hard winter, with a great scarcity of money, the Calgary people went crazy over this boom. There was almost a run on the banks to secure money to invest in oil, and the buying and selling of shares reached at times the point of delirium.

In ten days no fewer than eighty-nine new companies have been floated to exploit the oil resources, and some of these companies have been offering their shares at as low a price as 5d. Nevertheless, everything that has been offered has been readily taken up, and the prices of some shares have risen from that price to 4s. each in a single day. One company advertised that its shares would be taken off the market at ten o'clock at night, and more than two hundred applicants were turned away at that hour with their money in their hands.

SUDDEN CHANGES OF FORTUNE.

With all this frantic dealing, money has been made in Calgary quicker than it has ever been before in this young and lusty Western city. The oil boom has produced a crop of new millionaires. I know one man who before the boom had scarcely enough money to pay his household bills.

In the previous excitement in the autumn he had filed on the mineral rights of some lands supposed to be underlaid with oil; but when the excitement dropped, he was at a loss what to do with them. He tried to sell them, but no one wanted them in a hard winter; he could scarcely give them away.

Just before the boom he was borrowing money to pay for his groceries. Now he is able to refuse an offer of £240 an acre for the mineral rights of those lands—he has about 17,000 acres—to such a height he has been lifted by his sudden accession to wealth.

There is no stock exchange in Calgary, and most dealings are conducted through brokers. Some of them have offices, and others trade on the curb. The city passed a hasty by-law fixing a fee of £10 for a broker's licence, and on the first day no fewer than 104 applicants paid the fee.

A great amount of capital from England, from the United States and from other parts of Canada is flowing into Calgary to be invested in oil shares, and brokers are having the time of their lives keeping pace with it. Probably they never handled so much of the "ready" before.

On the first day of the strike shares were being bought so rapidly that at some of the offices money was thrown into waste-paper baskets, the safes all being full and no one having time to check or count it. The Standard Oil Company have sent agents to investigate the strike—which carries its own moral.

Mme. Caillaux, who shot and killed M. Gaston Calmette, the editor of the *Figaro*, in his office, last March, has been committed for trial on the charge of murder. It is expected, says the *Excelsior*, that her case will come before the *St. Assizes* about July 20th and that it will last five or six days.

THE "EMPRESS" DISASTER.

GRIM COINCIDENCE WITH A 1912 COLLISION.

The *Empress of Ireland* calamity serves to recall another collision which took place on July 27th, 1912, in the same locality as the recent disaster, of which little public notice taken at the time as there was no loss of life. There are certain circumstances, however, attending the two collisions which combine to form a grim coincidence, says a home paper.

That of 1912 was between the *Empress of Britain* and the *Helvetia*. The *Empress of Britain* and the ill-fated *Empress of Ireland* were sister ships, and they were both built on the transverse system. The *Helvetia* and *Storstad* were built on the Isherwood system of longitudinal framing. In the 1912 collision it was the *Helvetia* vessel that was rammed amidships and sunk. In the present disaster it is the transverse vessel that has met with that fate, resulting, unhappily, in an appalling loss of human life. To heighten the coincidence still further the two liners were built in the same yard, and so were the two *Isherwood* boats; the former by the Fairfield Shipbuilding Company and the latter by Sir W. G. Armstrong, Whitworth, & Co. The causes of the *Empress of Ireland* disaster will doubtless be duly cleared up at the official inquiry, but there is one respect in which the two collisions open up a wide field of discussion, and that is as to whether the *Isherwood* system or the transverse system offers the greater resistance to damage by collision.

RESISTANCE IN COLLISIONS.

In arriving at a conclusion on this point there are many factors to be taken into consideration—the speed of the colliding vessels at the moment of collision, the part of the ship where the impact is received, and the dimensions and the displacements of the vessels. In the case of the present instance it will be seen from the following figures that the two transverse boats were larger and heavier than the *Isherwood* boats:—

Empress of Britain.—Dimensions, 590 feet by 65 feet 9 inches by 40 feet; gross tonnage, 14,900 tons; displacement, 16,000 tons.

Helvetia.—Dimensions, 375 feet by 52 feet by 30 feet 9 inches; gross tonnage, 4,950 tons; displacement, 10,500 to 11,000 tons.

In size and tonnage the *Empress of Ireland* was the same as the *Empress of Britain*, but the *Storstad* is a larger boat than the *Helvetia* was. Her dimensions are 440 feet by 58 feet by 36 feet 2 inches. Her gross tonnage is 6,030, and her displacement 14,000 to 14,500 tons.

In the collision of 1912 between the *Empress of Britain* and the *Helvetia* the former struck the latter amidships. Her nose was kept in the breach which she had made until the 40 people who were on board the *Helvetia* were rescued. The *Empress of Ireland* was then backed out, and the *Helvetia* immediately sank. Photographs of the sinking vessel were taken at the time, and the pictures were subsequently shown on the cinema graph. The *Empress of Britain* suffered very considerable damage, her fore part being almost completely carried away, although the ship with which she collided was smaller and lighter, and had it not been for her collision bulkhead another terrible disaster would probably have been recorded.

A CONJECTURE.

In the present disaster it is the transverse vessel which has been rammed amidships, and although the *Storstad* was the lighter of the two she appears to have lost comparatively few plates. As to whether she would also have sunk had she not been built on the *Isherwood* system can only be conjectured, but the data which are available prove that this type of ship emerges from ocean mishaps and severe weather ordeals with comparatively little damage. In September, 1911, an *Isherwood* ship was collided with in *Fishing Roads*. She was the *Stenturn*, with a displacement of 11,500 tons, and the ship which collided with her was the *Marnia*, with a displacement of 4,000 tons. The *Stenturn* rammed amidships, but she was able to continue on her long voyage after a temporary repair, and it was conceded at the time that had she been built on the transverse system the collision would have sunk her. Owing to the nature of the *Isherwood* system of construction the impact in the event of a collision is received on longitudinal frames and it is obvious that this must lessen the evil results. The force of the blow is resisted by these frames and then transmitted to the strong transverse; but in the case of a vessel built on the transverse system, the damage is localised upon a piece of unsupported plating.

With two appalling disasters, the need is imperative that every precaution be taken to avert a repetition of such terrible tragedies. Watertight compartments are excellent in theory, but they are fitted with doors, and as such, are dependent on the human element. This element can be eliminated by the construction of an inner skin, with hermetically sealed divisions, and a lead in this direction has already been given in the case of the *Olympic*.

SALE OF A KYOTO HOTEL.

We learn from the *Mainichi* that the Miyako Hotel, at Higashiyama, Kyoto, was put up for auction several times, but so far no bid reached the reserve price of ¥420,000. This sum has been halved, and on the 26th ult., the hotel was at last knocked down to Mr. Yoshii Taketaro, of the Nippon Life Assurance Company, living at Nishinomiya, near Kobe, for ¥210,000.

The Miyako Hotel has a capital of ¥2,000,000, of which ¥1,000,000 is paid up. Since 1907 Mr. Nishimura Nihei has been proprietor of the establishment, and besides his own hostelry was responsible for the management of the Nara Hotel, Yamada Goni-kai Hotel, and Arima Hotel. The enterprise was not successful, however, and at the end of the year before last it was declared bankrupt, as a result of application to the judicial authorities by the Industrial Bank concerning a claim of ¥175,000.—*Japan Chronicle*.

INTIMATIONS

BAD ECZEMA ALL OVER CHILD'S HEAD

Breaking Out Scabbed Over, Would Bleed and Discharge Until Spread All Over Head, Cuticura Soap and Ointment Completely Cured.

8, Maypole Sq., Alconbury, Hunts, Eng.

"My little boy Vincent had a bad form of eczema all over his head for ten months. He used to scratch it until he made it bleed, then it scabbed over and began to spread round his neck and round to his other ear. It would bleed and discharge until it spread all over his head. I was given a box of Cuticura Soap and Ointment and had to wash the head with soap every night and morning and cover it with the ointment and new white rags all over it like a cap. The poor child would scratch outside the rags until it would then discharge and the rags would stick to his head."

"It got no better at all, then a friend sent me a tin of Cuticura Ointment and a box of Cuticura Soap, so I started with them. By the third morning the sores were nearly all off. I kept on washing his head with the Cuticura Soap and spreading the Cuticura ointment on each morning until I used up one tin. I sent for another and before I had used half of that his head was as clear as it could be from sores and hair growing like anything. Cuticura Soap and Ointment completely cured him."

(Signed) Mrs. Lucy Townsend, May 23, 1912.

Cuticura Soap and Ointment are sold everywhere. Sample of each with 22-p. Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; Potter Drug & Chem. Corp., Boston, U. S. A.

*A tender-faced man should shave with Cuticura Soap Shaving Stick. Sample free.

[98-10]

CHS. J. GAUPP & CO.,

WATCHMAKERS AND JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

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ALEXANDRA BUILDINGS,

CHATER ROAD.

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864).

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'LEMONS'

THE FINEST LEMON SQUASH IN THE WORLD

Over 1000 Tons of Lemons have been used in its manufacture to date.

With plain or spiced water, whisky, gin or rum hot, it makes a MOST DELICIOUS, SATISFYING and WHOLESOME DRINK.

\$1.00 Per Bottle

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P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
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NEW ADVERTISEMENTS

HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING of the Season will be held at HAPPY VALLEY on SATURDAY, the 11th July, 1914, commencing at 3.15 p.m.

The Charge of Admission will be \$1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, 9th July, 1914. [921]

FOR SALE.

TWIN-SCREW KEROSENE MOTOR HOUSE-BOAT, 60' by 14'. Strongly built, Teakwood throughout. Splendid accommodation. Suitable for bathing, picnic and excursion parties.

Apply—**ULDERUP & SCHLUTER,**
91, Connaught Road Central.
Hongkong, 9th July, 1914. [922]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES AND ROOMS.

Apply—**SECRETARY,**
A. S. WATSON & CO., LTD.
Hongkong, 9th July, 1914. [923]

TO LET.

FLATS, "WILD DELL," No. 147, Wanchai Road, newly built, each Flat with 3 Rooms, Kitchen, Bathroom and Servants' Quarters.

"THE NEW," No. 83, Peak.

Apply to—**SANG KEE,**
Care of COMPTON DEPARTMENT,
HONGKONG AND SHANGHAI BANKING CORPORATION.
Hongkong, 9th July, 1914. [924]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE I.G.M. Steamship

"PRINZ EITEL FRIEDRICH," Captain C. Mundt, will leave for the above places TO-DAY, the 9th inst., at 5 P.M.

For further particulars apply to **NORDDEUTSCHER LLOYD,**
MELCHERS & Co.,
General Agents.
Hongkong, 8th July, 1914. [5]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 A.M.

All Claims must reach us before the 22nd inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 8th July, 1914. [3]

NORDDEUTSCHER LLOYD, BREMEN. FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MARK," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

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NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 8th July, 1914. [118]

INTIMATIONS

SOUTH CHINA MORNING POST, LTD.

NOTICE.

THE DIRECTORS of the SOUTH CHINA MORNING POST, LTD., have this day declared an INTERIM DIVIDEND at the Rate of 8 per cent. for the Half-Year ended 28th February, 1914, of ONE DOLLAR per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after THURSDAY, the 8th July.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 9th July, 1914, both days inclusive.

GEO. T. LLOYD,
Secretary.
Hongkong, 3rd July, 1914. [910]

THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of SHAREHOLDERS of this Company will be held at the Office of the General Managers at Noon on MONDAY, 13th inst.

By Order,
A. SHELTON HOOPER,
Secretary to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
General Managers.
Hongkong, 7th July, 1914. [913]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st July, 1914, will be made on presentation of Coupon No. 4 at any of the undermentioned Banks, viz.:

HONGKONG AND SHANGHAI BANKING CORPORATION. At Tientsin, Shanghai, or Hongkong.
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
RUSSO-ASIATIC BANK, LIMITED. At Tientsin and Shanghai only.
BANQUE BELGE POUR L'ETRANGER.

The Interest, less Income Tax at 1/3d in the £ will be—

ON £20 BONDS. £ s. d.
Per Coupon (Gross) 0. 12. 0.
Less Tax at 1/3d. in the £ 0. 0. 9.
Net amount payable 0. 11. 3.

ON £100 BONDS. £ s. d.
Per Coupon (Gross) 3. 0. 0.
Less Tax at 1/3d. in the £ 0. 3. 9.
Net amount payable 2. 16. 3.

ON £500 BONDS. £ s. d.
Per Coupon (Gross) 15. 0. 0.
Less Tax at 1/3d. in the £ 0. 18. 9.
Net amount payable 14. 1. 3.

Payment will be made in Teels at the Demand Buying rate of Exchange of the day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
W. S. NATHAN,
General Manager.
[895]

WANTED, A PARTNER.

A well-known Import and Export Merchant with a good connection in Hongkong is in Want of a PARTNER who is able to introduce business and put capital into the concern.

Apply—**"Box No. 4,"**
Care of "Daily Press" Office.
Hongkong, 4th July, 1914. [897]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.P.
[1343]

THE REPUBLIC MOTOR BOAT CO., LTD.

WANCHAI, PRAYA EAST. TELEPHONE No. 307.

THE above Company has for hire FAST and COMFORTABLE MOTOR BOATS fitted with British Engines, for Picnic Parties and for carrying passengers to and from Vessels in the Harbour. Our representative will meet passengers at BLAKE PIER, where our boats will be stationed.

Terms \$2 per hour or part thereof, or \$1 per trip not exceeding 15 minutes.

Special arrangements for long runs and hiring by the day.

For further particulars, apply to—
AH KING'S Slipway,
WANCHAI.
Hongkong, 27th June, 1914. [874]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Secretarial Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Bring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
6, Des Vaux Road Central (First Floor).
Telephone No. 650.
Hongkong, 15th May, 1914. [710]

INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 97).

SOLE AGENTS FOR THE CELEBRATED

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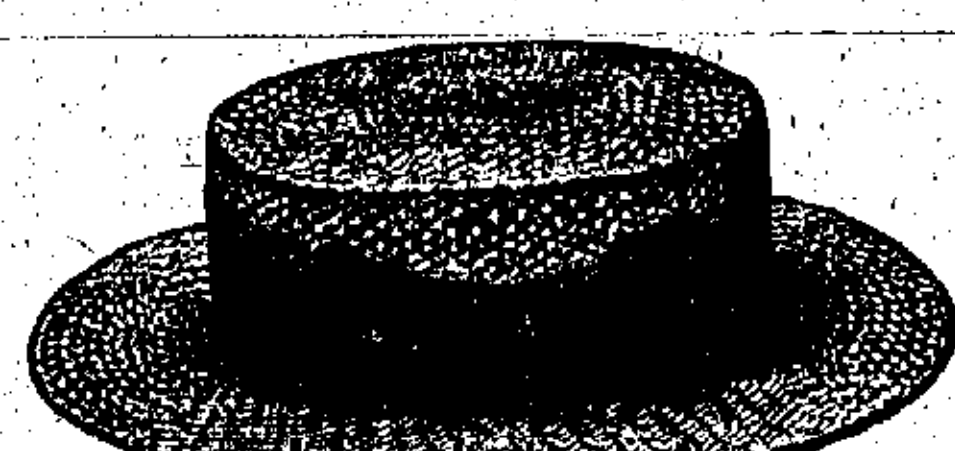
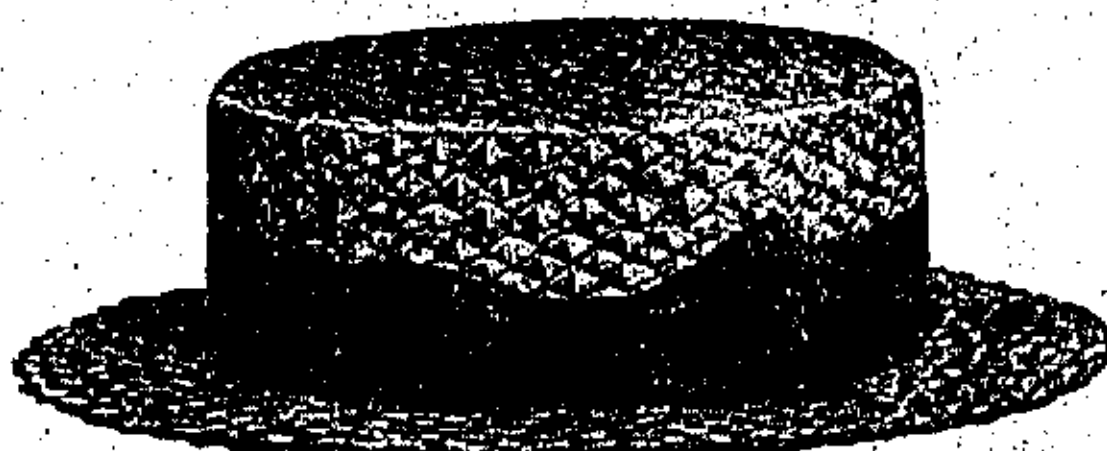
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LATEST STYLES IN

STRAW

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\$2.50, \$3.00,

\$3.50 AND \$4.25

EACH.

STOCKED IN 2, 2 1/2, 2 3/4 AND 2 7/8 INCH BRIMS.

LANE, CRAWFORD & Co.

[39]



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SIEMSEN & CO., SOLE AGENTS for
Hongkong, Canton, South China and Formosa [54]



HAVE YOU USED KAMINIA OIL?

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THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE ... 80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—

KAMINIA PERFUMERY COMPANY,
Bombay, India. [667]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED

SHOT. From No. 10 to 8888. at \$5, \$7

and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th April 1914. [559]

GRACA & Co.

PRINCE ST. (Hongkong Hotel Building).

Dealers in STAMPS, PICTORIAL

POST CARDS, SEEDS, BOOKS,

TOYS, &c.

JUST RECEIVED:

POSTAGE STAMP CATALOGUES FOR 1914.

Hongkong, 1st July, 1914. [888]

SINGON & Co.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Fire Iron and Foundry Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market). Telephone No. 515. [45]

新外中港香

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(Chinese Daily Press).

PUBLISHED DAILY

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Documents translated from or into Classical or Colloquial Chinese.

AUCTION

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION On WEDNESDAY, the 15th day of July, 1914, at 3 o'clock in the afternoon, at their Auction Rooms, THE VERY VALUABLE LEASEHOLD PROPERTY

known as

THE REMAINING PORTION OF INLAND LOT No. 1217.

The property consists of—
All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and Registered in the Land Office as the REMAINING PORTION OF INLAND LOT No. 1217 together with the Buildings thereon known as Nos. 4 and 5, RUPON TERRACE, Victoria, aforesaid.

Particulars and conditions of sale may be obtained from the Vendors' Solicitor, **MR. GEO. K. HALL BRUTON,** York Building, Chater Road, and also

MESSRS. HUGHES & HOUGH, The Auctioneers.
Hongkong, 6th July, 1914. [917]

TO LET

TO LET.

From 1st May, 1914.

NO. 104A, THE PEAK, FURNISHED.

Apply to—**S. J. DAVID & Co.,** Prince's Buildings.
Hongkong, 7th February, 1914. [264]

TO LET.

FOUR-ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

FLAT in Nathan Road, Kowloon.

Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.,** Alexandra Buildings.
Hongkong, 19th May, 1914. [695]

TO LET.

OFFICES in Hotel Mansions. From 1st September next.

Apply to—**HENRY HUMPHREYS,** Alexandra Buildings.
Hongkong, 8th July, 1914. [916]

TO LET.

NO. 7, STEWART TERRACE, PEAK, thoroughly renovated and in good order.

NO. 9, BEACONSFIELD ARCADE Shop, ROOMS in Queen's Road Central.

NO. 55, ELGIN TERRACE, newly painted and colourwashed.

NO. 19, SHELLEY STREET.

Apply to—**LINSTEAD & DAVIS,** 3rd Floor, Alexandra Buildings.
Hongkong, 25th June, 1914. [65]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,**
Hongkong, 17th June, 1914. [838]

TO LET.

SHOP, No. 12, Queen's Road Central.

OFFICES on 1st Floor of 12 and 14, Queen's Road Central.

Apply to—**CHRISTOPHER WILLSON,** 18, Bank Buildings.
Hongkong, 17th June, 1914. [57]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds—
Sterling ... \$1,500,000 at 2/—=\$15,000,000
Silver ... \$17,650,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. LANDALE—Chairman.
W. L. PATTERSON, Esq.—Deputy Chairman.
S. H. Dodwell, Esq. F. Lieb, Esq.
G. T. M. Edkins, Esq. J. A. Plummer, Esq.
C. S. Gubbay, Esq. Hon. Mr. E. Shellim.
P. H. Holyoak, Esq. H. A. Slets, Esq.
C. Langford, Esq. Ad. Widmann, Esq.

Chief Manager: **HONGKONG—N. J. STARR.**

Acting Manager: **Shanghai—J. D. SMARY.**

LONDON BANKERS: **LONDON COUNTY AND WESTMINSTER BANK, LIMITED.**

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

A. G. STEPHEN, Acting Chief Manager.
Hongkong, 14th May, 1914. [15]

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... Yen 10,000,000
Capital Paid-up ... " 7,499,250
Reserve Funds ... " 3,490,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
Amoy, Kinkiang, Shanghai
Batavia, Kobe, Singapore
Bombay, London, Swatow
Calcutta, Manila, Taichow
Canton, Moji, Tainan
Daifeng, Nagasaki, Takao
Fochow, Newchwang, Tamsui
Hongkong, New York, Tokyo
Kagi, Osaka, Yokohama
Keelung, San Francisco, Etc.

HONGKONG OFFICE,
8, DES VAUX ROAD.
Interest allowed on Current Accounts.
Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 14th May, 1914. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES:—
Bombay, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,500,000 equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMM

Catler Palmer & Co.
The Wine Merchants of the East.

NAPIER - JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER 150 YEARS.

THE SAME TO-DAY AS IN 1745.

Beware of Imitations.

SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.

and from ALL WINE MERCHANTS.

MARTIN'S

APIOL-STEEL

PILLS

A French Remedy for all Irritations of the Urinary System. It is the only medicine that cures all cases of Gleet, Catarrh, Stricture, Hemorrhoids, and all other diseases of the Urinary System. It is a powerful and reliable remedy, and is sold in all parts of the world.

MARTIN'S

APIOL-STEEL

PILLS

FOR NERVOUS EXHAUSTION

LOSS of MEMORY and DEBILITY

to feed the NERVES

CHAPOTEAU'S

PHOSPHO-GLYCERATE OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

THE NEW FRENCH REMEDY, No. 1 & 2

THERAPION

It is a powerful and reliable remedy, and is sold in all parts of the world.

THERAPION

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN."

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 11 A.M.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd July, 1914.

PASSED THE CANAL

June 2nd—Benworth, Nubia.
June 5th—Bayern, Stentor, Talithybus, O. J. D. Akters.
June 9th—Kandahar.
June 12th—Belgravia, Eumaeus, Namur.
June 16th—Telemachus, Puritan.
June 19th—China, Hector, Persia.
June 23rd—Cardiganshire, Dunbar, Inverlyde.
June 26th—Göttingen, Neleus, Agamemnon.
June 30th—Persia, Signarinen.
July 3rd—Atsuta, Maru, Briggavia.
July 6th—Socotra, Forek, Arabia Challenger.
July 7th—Kano, Maru, Almark.
July 10th—Prinz Ludwig, Nordsee, Pant. Leal.

ARRIVALS AT HOME.
July 7th—Cardiganshire, Agamemnon, Benarvon, Sithonia.

THE WEST RIVER RELIEF FUND.

The Tung Wa Hospital begs to acknowledge with thanks the following further donations to the Flood Relief Fund:

Already acknowledged \$71,619.15

Chinese Society, Victoria, B.C.	2,400
Hongkong Pawnbrokers' Guild	1,000
Aberdeen and Apichau Kaifong	302.65
Sir Chen Tung Liang Cheng	200
The Staff and Students of Yeung Chi Girls' College	127.30
Mr. Ip Sau Chi	100
Messrs. Tung Tai	100
Messrs. Pak Tai	100
Messrs. Wing Cheong Shing	100
Messrs. Tai Yau	100
Messrs. Tai Yau Foong	100
Messrs. Wing Nin Foong	100
Messrs. Yuet Shing	100
Messrs. Tak Tsoung	100
Mr. Siu Siu Wan	75
Messrs. Kwong Yee Ying	50
Mr. Chan Chan Pong	50
Messrs. Ching Tai	50
Messrs. Sui Lun	50
Messrs. Nam Hing Lung	50
Messrs. Cheong Kee	50
Messrs. Chan Kee Ying	50
Messrs. Shau Woo	50
Messrs. Kwong Woo	50
The Edward Dispensary	50
Yeung Ma Shi	50
Messrs. Hing Lung Shing	50
Messrs. Kwan Mow	40
Messrs. Wa Foong Tai	30
Mr. Yung Siu Po	30
Wong Chak	30
Wing Sun Company	30
Mr. Wong Po Chun	30
Mr. Wong Tsz Kow	30
Yan Ming Shi	30
Mr. Chan Kit Shan	30
Lau Shi	30
Messrs. Tak Cheong Woo	30
Leung Chu Sin Tong	30
Messrs. Tai Cheong Shing	30
Messrs. Sam Shing Cheong	30
Messrs. Tak Lee	30
Messrs. Kwai Kee	30
Messrs. Chung Kee	30
Messrs. Kwong Kat Tsoung	30
Messrs. Shing Yuen Lung	30
Messrs. Hip Hing Lung	30
Messrs. Kwong King	30
Messrs. Leo Yuen	30
Messrs. Tai Yick	30
Messrs. Shing Cheong	30
Messrs. Kwan Yick	30
Wing Lung Company	30
Messrs. Shing Fat	30
Messrs. Mo Yuen Lung	30
Messrs. Kwong Lee	30
Mr. Chun Wing Yu	30
Messrs. Shun Wing	30
Messrs. Sui Kee	30
Messrs. Man Tai	30
Messrs. Nam Shing	30
Messrs. Poong Yuen	30
Commodore and Mrs. Anstruther	25
Messrs. Wing Sing Cheong	25
Messrs. Sing Hing	25
Mr. Chan Ping Shing	25
Commodore, Naval Yard	25
Mr. Leung Wing Tsung	25
Dr. Wan Man Kai	25
Mr. Wong Ping Yiu	25
Mr. Tai Ming Tak	25
S.S. Wing On	25
Messrs. Kui Cheong	25
Messrs. Man Cheong Lung	25
Messrs. Wing Cheong Shing	25
Messrs. Tai Cheong Lung	25
Messrs. Yee Shing Cheong	25
Messrs. Wing On Tai	25
Messrs. Wing Ning Tong	25
Messrs. Yick Tai	25
Messrs. Tung Woo On	25
Messrs. Man Woo Shing	25
Mr. Won Puk Sau	25
Messrs. Kwai Cheong	25
Messrs. Chi Chung Woo	25
Mr. Mok Yauk Lim	25
Messrs. Kwong Lun Woo	25
Messrs. Man Chun Tong	25
Messrs. Fuk Yuen	25
Messrs. Wing On Lung	25
Messrs. Man Lung Tong	25
Messrs. Tai Tung	25

\$78,954

BENEFITS OF CONFUCIANISM.

The Benefits to the World of the Practice of Confucianism was the subject of a lecture delivered by Mr. Wang Chen-min at Shanghai.

The lecturer pointed out the antiquity of Confucianism, and the fact that it was the foundation of China's morality and that the history of China was practically the history of Confucianism. Christianity he said, is a development of Judaism and has passed through many transformations, but Confucianism was the transmission to posterity of the original religious ideas of China, and is the warp and woof of Chinese civilisation. This is recognised by all nations. The chief interest of Confucianism is government, and the chief object of government, according to Confucianism, is the care of the people. In ancient times when mankind was not yet civilized certain semi-divine men taught the race agriculture and showed how, by developing the natural resources of the earth, there could easily be sufficient food for all. However, in the course of time, the ancient instructions were forgotten and in the days of Confucius there was much disturbance and unrest.

Confucius and his successor, Mencius, travelled to and fro and by instruction sought to bring the people to an understanding of the foundation principles of morality and success. In consequence of this civilisation of China has always placed morality and righteousness on a par with wealth and worldly possessions. The latter should be given up if the former were endangered. Hence the Government of China has always been a Government which regarded the unseen. Egypt, Babylon and Rome were flourishing contemporaries with the ancient kingdom of China, but they have disappeared while China still remains, notwithstanding that she has seen many revolutions and a long series of dynastic changes. This is due to the strong hold that the five relationships have on the people. There are ruler and servant, father and son, elder and younger brother, husband and wife, friend and friend. These relationships constitute the fabric of Chinese civilisation, making it orderly and assigning each man his own place and his proper duties.

WM. POWELL, LTD.

EXTRA FINE MESH

MOSQUITO NETS

DEPTH 7 FT. 6 IN.

3 FT.	3 FT. 6 IN.	4 FT.	4 FT. 6 IN.	5 FT.
\$8.75	9.00	9.50	10.25	11.00

CALICO OR NET TOPS. TAPED OR RINGS.

BOTTOMS STRONGLY BOUND CALICO.

CAMP BEDS

MOSQUITO FITTING AND NET COMPLETE \$14.00

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS DRAGON BRAND CEMENT

HIGH QUALITY BUILDING CEMENT

ALWAYS IN STOCK

Apply to P. SOFFIETTI & Co., 14, Des Voeux Road Central, 1st Floor, Telephone 288.

Summer Excursions TO JAPAN

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE. PACIFIC MAIL S.S. CO. TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE-31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Ball between Japan Ports of call if desired.

Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shown below.

The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN.				TO JAPAN.			
YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE
9 July	10 July	12 July	17 July	10 July	12 July	14 July	19 July
16 July	17 July	19 July	24 July	17 July	19 July	21 July	26 July
23 July	24 July	26 July	31 July	24 July	26 July	28 July	31 July
30 July	31 July	3 Aug.	4 Aug.	31 July	3 Aug.	3 Aug.	4 Aug.
6 Aug.	7 Aug.	9 Aug.	14 Aug.	3 Aug.	9 Aug.	11 Aug.	14 Aug.
13 Aug.	14 Aug.	16 Aug.	21 Aug.	10 Aug.	16 Aug.	18 Aug.	21 Aug.
20 Aug.	21 Aug.	23 Aug.	28 Aug.	17 Aug.	23 Aug.	25 Aug.	28 Aug.
27 Aug.	28 Aug.	30 Aug.	4 Sept.	24 Aug.	30 Aug.	31 Aug.	4 Sept.
3 Sept.	4 Sept.	6 Sept.	11 Sept.	31 Aug.	6 Sept.	8 Sept.	11 Sept.
8 Sept.	9 Sept.	11 Sept.	16 Sept.	7 Sept.	13 Sept.	15 Sept.	18 Sept.
15 Sept.	16 Sept.	18 Sept.	23 Sept.	14 Sept.	20 Sept.	22 Sept.	25 Sept.
22 Sept.	23 Sept.	25 Sept.	30 Sept.	21 Sept.	27 Sept.	29 Sept.	3 Oct.
29 Sept.	30 Sept.	1 Oct.	4 Oct.	28 Sept.	3 Oct.	3 Oct.	6 Oct.
6 Oct.	7 Oct.	9 Oct.	14 Oct.	5 Oct.	11 Oct.	13 Oct.	16 Oct.
13 Oct.	14 Oct.	16 Oct.	21 Oct.	12 Oct.	18 Oct.	20 Oct.	23 Oct.
20 Oct.	21 Oct.	23 Oct.	28 Oct.	19 Oct.	25 Oct.	27 Oct.	30 Oct.
27 Oct.	28 Oct.	30 Oct.	5 Nov.	26 Oct.	31 Oct.	31 Oct.	3 Nov.

† Returning via Manila.

Steamers proceeding via Manila do not call at Shanghai.

So through his seventy disciples and his three thousand pupils Confucius accomplished more for his country than if he had been a mandarin. After the death of Confucius his work was carried on by Mencius, Hsing-tze, Zong-tze, Han-yin and Chu Fu-tze. Hence although during four dynasties, the Sung, Yuan, Ming and Ching, Confucianism was degraded into a mere system of preparation for an artificial literary and official examination, the people never lost sight of the importance of worshipping God and reverencing the unseen. Although Confucianism insisted on reverence to rulers it never forgot that this included respect for the rights of the people. Hence the saying: "Heaven sees as my people see, Heaven hears as my people hear." And the entire purpose of Confucian rule has always been to save the people from fire and water, and Mencius taught that rulers who did not win the hearts of the people were not fulfilling their functions, and that the people are more important than the sovereign.

So much a part of the people's life are the moral instructions of Confucianism and the Confucian principle of government that although there are in China Mohammedans, Buddhists and Taoists, there is not one follower of these faiths who is not also a Confucianist. This inclusive tolerance is possible because, unlike Christianity, Confucianism has no religious worship or ritual. But this also has its disadvantages and undoubtedly many have missed the favour of Confucianism for the pure, simply because it has nothing corresponding to Christian worship. For the same reason Confucianism has never spread beyond the East, it has never had its missionaries to proclaim it throughout the world. Again Confucianism has suffered from the fact that many students who have gone abroad have overlooked the fact that China's fundamentals rest on Confucianism, and that while many reforms from abroad may with advantage be introduced into the country, Confucianism can never be put in a back place without seriously injuring the stability of the entire nation.

NEW VICTOR RECORDS AND VICTROLAS

RECEIVED BY THE

S.S. "EMPRESS OF RUSSIA."

EXCLUSIVE DISTRIBUTERS:

S. Moutrie & Co., Ltd.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"C. FERD. LAEISZ."

Captain Dehniok, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 9th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex ss. "Arcadia" from Boston.

Ex ss. "Trellborg" from Abus.

Ex ss. "Stockholm" from Stockholm.

Ex ss. "Jolo" from Davao.

Ex ss. "Sonek" from Satalal.

Ex ss. "Alga" from Norrköping.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 3rd July, 1914.

NOTICES TO CONSIGNEES

FROM ANTWERP, MIDDLESBRO', LONDON AND SINGAPORE.

THE H.A.L. Steamship

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO', LONDON AND SINGAPORE.

THE Steamship

"GLENFARG."

Captain E. E. Williams, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 10th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 4th July, 1914.

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"ASSAYE"

Arrived Hongkong on 2nd July, 1914.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex ss. "China" and "Mongolia."

From Persian Gulf, ex ss. B. I. S. N. and E. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and TUESDAY. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 6th July, 1914.

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, Etc.

THE Steamship

"MONMOUTHSHIRE."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 10th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 9th inst., at 9.30 A.M.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Optional Cargo will be carried on unless Notice is given to the contrary immediately on arrival.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 3rd July, 1914.

NOTICES TO CONSIGNEES.

FROM PORTLAND (OR.) AND PUGET SOUND PORTS.

THE H.A.L. Steamship

"SUEDMARK."

Captain J. Korthag, having arrived, Consignees

are hereby notified to send in their Bills of

Lading for Consignment, and take im-

mediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY,

4th inst., at NOON, will be landed at Consignees' risk and expense and delivery must then be taken from the Hongkong and Kowloon Wharf and Godown Co's Godowns.

Cargo remaining undelivered on 11th inst., at NOON, will, in addition to landing charges, be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo to be left on board or in the Godown; the examination of same to be held on 11th inst., at 10 A.M.

Claims must be accompanied by short delivery notes or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of H.A.L.

All Claims must be filed on or before the 15th inst., otherwise they will not be recognized.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 2nd July, 1914.

EAST ASIATIC COMPANY, LIMITED.

COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"INDIEN."

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, Wanchoi and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

All Claims must reach us before the 21st inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.

Hongkong, 7th July, 1914.

PRINTING

Nothing creates such a good impression as business as the use of First Class Printing.

The difference in cost between good and bad printing and material is generally nil.

THE "HONGKONG DAILY PRESS" PRINTING WORKS.

Turn out the Best Printing at Reasonable Prices.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST.)

PROPOSED SAILING FROM HONGKONG.

For BOSTON AND NEW YORK.
S.S. "MUNCASTER CASTLE".
On or about 16th July.

For Freight and further information, apply to

DODWELL & Co., Ltd.,
Agents.

Hongkong, 30th June, 1914. [587]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE"

Captain C. J. Caldwell, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 18th July, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MEDINA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the s.s. "CALDERONIA" due in London on the 29th August, 1914. Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th July, 1914. [1]

GLEN LINE.

(McGREGOR, GOW & CO., LTD.)

FOR GLASGOW AND ROTTERDAM.

THE Steamship

"GLENSTRAE"

Captain J. McMillan, will be despatched from the above Port on or about 18th July.

Saloon Fare, £40, to Glasgow, £40.

For freight or passage, apply to

SHEWAN TOMES & Co.,
Agents.

Hongkong, 30th June, 1914. [846]

THE "INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at Malacca Coast.)

THE Steamship

"INDRAKUALA"

Captain A. H. Smith, will be despatched from above on MONDAY, the 27th July.

This Steamer has excellent accommodation for a limited number of Saloon Passengers.

For Freight and Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

Telephone No. 215, Sub. Ex. No. 9.

Hongkong, 4th July, 1914. [903]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malacca Coast.)

THE Steamship

"ROYAL PRINCE"

Captain Conill, will be despatched from above on WEDNESDAY, the 8th August.

This Steamer has excellent accommodation for a limited number of Saloon Passengers.

For Freight and passage, apply to

ARNHOLD, KARBBERG & Co.,
General Agents.

Hongkong, 8th July, 1914. [918]

ON SALE.

A TANK OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages

for 36 years.

FROM 1874 to 1909.

PRICE 2s. CASE.

On Sale at the DAILY PRESS OFFICE & Local Bookellers.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A," nearest Hongkong "B," midway between Hongkong and Kowloon "C," and those vessels berthed at the Kowloon Wharf "D." Together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON VIA USUAL PORTS OF CALL.	ASSAYE	Brit. str.	1 m.	G. J. Caldwell	P. & O. S. N. Co.	On 18th inst. at Noon.
LONDON & ANTWERP	DEW OF RUTHVEN	Brit. str.	1 m.	Jardine, Matheson & Co., Ltd.	Jardine, Matheson & Co., Ltd.	On 19th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAGATA	Brit. str.	1 m.	W. H. Swaney, R.N.R.	P. & O. S. N. Co.	About 22nd inst.
MARSEILLES, HAVRE, EMDEN & HAMBURG, &c.	CHUNGA	Ger. str.	k. w.	Geismar	HAMBURG-AMERICA LINE	To-day.
MARSEILLES VIA SAIGON, SPORE, COLOMBO, PORT SAID	CHUNGA	Ger. str.	k. w.	Geismar	HAMBURG-AMERICA LINE	On 14th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	1 m.	E. E. Cope	NIPPON YUSEN KAISHA	On 15th inst. at 10 A.M.
MARSEILLES, HAVRE, BREMEN & HAMBURG	PREUSSEN	Ger. str.	k. w.	Luoboke	HAMBURG-AMERICA LINE	On 21st inst.
HAMBURG & ANTWERP	HORDE	Ger. str.	k. w.	Hohen	HAMBURG-AMERICA LINE	On 24th inst.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP, &c.	GOLDENFELS	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERICA LINE	On 24th inst.
HAVRE, BREMEN & HAMBURG	EMDEN	Ger. str.	k. w.	Kotze	HAMBURG-AMERICA LINE	On 24th inst.
HAVRE, BREMEN & HAMBURG	SILBIA	Ger. str.	k. w.	Christiansen	HAMBURG-AMERICA LINE	On 24th inst.
VICTORIA, B.C., & TACOMA VIA KIELUNG, S'hai, &c.	MAHOKOMIA	Ger. str.	k. w.	Fass	HAMBURG-AMERICA LINE	On 5th Aug.
VICTORIA, B.C., & TACOMA VIA KIELUNG, S'hai, &c.	CHICAGO MARU	Jap. str.	1 m.	K. Hori	OSAKA SHOSHUN KAISHA	To-day, at 4 p.m.
VICTORIA, B.C., & TACOMA VIA KIELUNG, S'hai, &c.	SHIMOKAWA MARU	Jap. str.	1 m.	Irisawa	NIPPON YUSEN KAISHA	On 14th inst. at 4 p.m.
VICTORIA, B.C., & TACOMA VIA KIELUNG, S'hai, &c.	CANADA MARU	Jap. str.	1 m.	Yamamoto	OSAKA SHOSHUN KAISHA	On 22nd inst. at 4 p.m.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLYMOUTH	ANDALUSIA	Ger. str.	k. w.	Halfer	HAMBURG-AMERICA LINE	On 22nd inst.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	DEN OF AIRLIE	Brit. str.	1 m.	Jardine, Matheson & Co., Ltd.	Jardine, Matheson & Co., Ltd.	On 10th Aug.
TRIESTE, VENICE, VIA SINGAPORE, &c.	KORBER	Aut. str.	1 m.	Sander, Wierles & Co.	Sander, Wierles & Co.	On 15th inst. at 3 p.m.
NAPLES, GENOA, ALGIERES, LISBON, S'AMPTON, &c.	SILBIA	Aut. str.	1 m.	Sander, Wierles & Co.	Sander, Wierles & Co.	About 5th Aug.
BOSTON & NEW YORK	UNDEPLINGER	Ger. str.	1 m.	Melchers & Co.	Melchers & Co.	To-day, at 5 p.m.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	MUNCASTER CASTLE	Brit. str.	1 m.	Dodwell & Co., Ltd.	Dodwell & Co., Ltd.	About 15th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	INDRAKUALA	Brit. str.	1 m.	Jardine, Matheson & Co., Ltd.	Jardine, Matheson & Co., Ltd.	On 27th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	ROYAL PRINCE	Brit. str.	1 m.	Arnhold, KARBBERG & Co.	Arnhold, KARBBERG & Co.	On 5th Aug.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF JAPAN	Brit. str.	2 m.	W. Dixon Hopcraft	CANADIAN PACIFIC R. Co.	On 22nd inst. at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF JAPAN	Brit. str.	2 m.	A. J. Hall	CANADIAN PACIFIC R. Co.	On 9th Sept. at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	EMPERESS OF JAPAN	Brit. str.	2 m.	A. J. Hall	CANADIAN PACIFIC R. Co.	On 11th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	EMPERESS OF JAPAN	Brit. str.	2 m.	A. J. Hall	CANADIAN PACIFIC R. Co.	On 14th inst.
AUSTRALIAN PORTS VIA MANILA	SHIMOKAWA MARU	Jap. str.	1 m.	A. W. Nelson	PACIFIC MAIL S.S. Co.	On 23rd inst. at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	KORBER	Jap. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	To-morrow.
AUSTRALIAN PORTS VIA MANILA	TAITUAN	Brit. str.	1 m.	Gibbs, Livingston & Co.	Gibbs, Livingston & Co.	To-morrow, at 10 a.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 11th inst. at 3 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 23rd inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	Quick despatch.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 15th inst. at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 11th inst.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	About 23rd inst.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 14th inst. at 10 a.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 23rd inst. at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	To-day, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	To-morrow, at Daylight.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	About 10th inst.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 11th inst. at M'night
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 13th inst.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 14th inst. at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 16th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 16th inst. at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	About 16th inst.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 22nd inst.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 17th inst.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 17th inst.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 18th inst. at M'night
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 1st Aug. at 8 a.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	About 1st Aug.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	Quick despatch.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 20th inst. at 2 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	To-morrow, at 2 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	To-day, at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	To-morrow, at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	To-morrow, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 14th inst. at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 17th inst. at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 11th inst. at 2 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 11th inst. at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 14th inst. at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 18th inst. at 2 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	Quick despatch.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	To-morrow, at Daylight.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 20th inst.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	To-day.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	To-morrow, at 2 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 11th inst.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 15th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 12th inst. at 9 a.m.
AUSTRALIAN PORTS VIA MANILA	EMPERESS OF JAPAN	Brit. str.	1 m.	Melchers & Co.	Melchers & Co.	On 15th inst. at 9 a.m.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER						To L'POOL		From L'POOL		From VANCOUVER					
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Quebec	Steamers	Vancouver	Yokohama	Kobe	Nagasaki	Hong-kong
EMPERESS OF INDIA	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Arrive	Arrive	Arrive
EMPERESS OF INDIA	Wed. 22	25 July	27 July	29 July	31 July	12 Aug.	20 Aug.	27 Aug.	12 June	19 June	25 June	9 July	10 July	12 July	14 July
EMPERESS OF INDIA	Wed. 22	25 July	27 July	29 July	31 July	12 Aug.	20 Aug.	27 Aug.	26 June	3 July	9 July	20 July	21 July	23 July	29 July
EMPERESS OF INDIA	Wed. 22	25 July	27 July	29 July	31 July	12 Aug.	20 Aug.	27 Aug.	10 July	17 July	23 July	6 Aug.	7 Aug.	9 Aug.	11 Aug.
EMPERESS OF INDIA	Wed. 22	25 July	27 July	29 July	31 July	12 Aug.	20 Aug.	27 Aug.	17 July	24 July	29 July	14 Aug.	17 Aug.	19 Aug.	25 Aug.
EMPERESS OF INDIA	Wed. 22	25 July	27 July	29 July	31 July	12 Aug.	20 Aug.	27 Aug.	24 July	31 July	6 Aug.	17 Aug.	18 Aug.	20 Aug.	26 Aug.

PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Meals and Sleeping	Car Berth across	Canada 2s additional.
EMPERESS OF RUSSIA	£71.10	£71.10	
EMPERESS OF INDIA	£65	£65	
EMPERESS OF JAPAN	£43	£43	
MONTEAGLE	£43	£43	

Hour of Departure—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KAISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA, OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamers	TO SAIL
SHANGHAI VIA SWATOW	"KWONGSANG" Friday, 10th July, Daylight.
SHANGHAI & TSINGTAU	"ESANG" Friday, 10th July, Noon.
SINGAPORE, SOERABAYA & SAMARANG	"CHUNGSANG" Friday, 10th July, 2 p.m.
MANILA	"YUENSANG" Saturday, 11th July, 2 p.m.
TIEN-TSIN	"CHEONGSHING" Tuesday, 14th July, 10 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG" Wednesday, 15th July, Noon.
YOKOHAMA, KOBE and MOJI	"LAISANG" Thursday, 16th July, Noon.
MANILA	"LOONGSANG" Saturday, 18th July, 2 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAGSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "FOONGSANG," "KUTSANG," "LOVAT," "YATSIANG" and "SUANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Y'ze, Chaofo, T'ien, Daisy, W'ed, T'ian & N'ohwang.

Telephone No. 215, Sub. Ex. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, 9th July, 1914. [11]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

Hoehn Extra Dry

OBTAINABLE FROM

KARL BRANDES,
No. 2, PEDDER STREET.

Hongkong, 6th July, 1914.

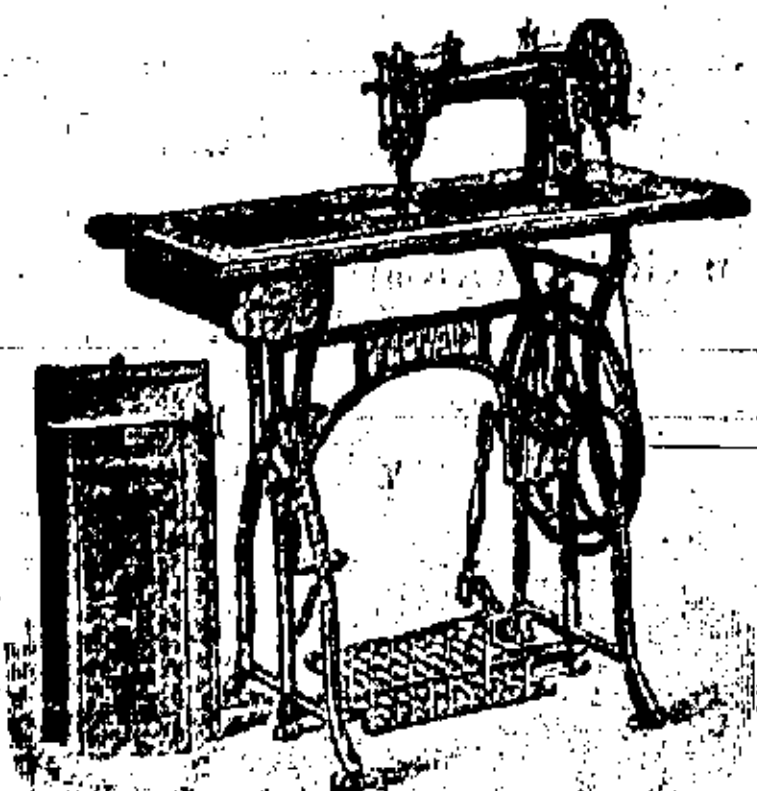
WINSELMANN'S

"TITAN"

SEWING

MACHINES

ARE THE BEST.



CATALOGUE, ETC., CAN BE OBTAINED FROM

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 6th July, 1914.

UNION AUGSBURG

BOOT AND SHOE POLISH
METAL POLISH!

 THE BEST BRANDS ON THE
MARKET.

GENERAL AGENT FOR CHINA AND HONGKONG

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 6th July, 1914.

POST OFFICE NOTICE.

Macao Mail will be closed at 6 p.m. daily instead of at 7.15 a.m. until further notice.

The Derflinger, with the MAIL FROM LONDON (via Siberia) of Tuesday and Wednesday, the 16th and 17th ult. is due to arrive here to-day.

The Peking, with the MAIL FROM LONDON (via Siberia) of Saturday, the 20th ult. is due to arrive here on Saturday, the 11th inst.

The Luning, with the FRENCH MAIL, is due to arrive here on Saturday, the 11th inst.

The Korea, with the AMERICAN MAIL, is due to arrive here on Tuesday, the 14th inst.

FOR

PER

DATE

 STRAITS, BURMAH, CEYLON, ADELAIDE,
WESTERN AUSTRALIA, INDIA, ADELAIDE,
EGYPT, and EUROPE via NAPLES

Derflinger

Thursday, 9th, 8.30 A.M.

Registration ... 8.30 A.M.

Registration ... 8.30 A.M.

Letters ... 9.00 A.M.

Thursday, 9th, 9.00 A.M.

Hainan ... 10.00 A.M.

Thursday, 9th, 11.00 A.M.

Samsen ... 11.00 A.M.

Thursday, 9th, 1.00 P.M.

Protestant ... 1.00 P.M.

Thursday, 9th, 2.00 P.M.

Arratoon ... 2.00 P.M.

Thursday, 9th, 3.00 P.M.

Chicago ... 3.00 P.M.

Thursday, 9th, 3.00 P.M.

Anhui ... 3.00 P.M.

Thursday, 9th, 4.00 P.M.

P. E. Friedrich ... 4.00 P.M.

Thursday, 9th, 5.00 P.M.

Java ... 5.00 P.M.

Thursday, 9th, 5.00 P.M.

Kwangang ... 5.00 P.M.

Friday, 10th, 9.00 A.M.

Friday, 10th, 10.00 A.M.

Friday, 10th, 10.00 A.M.

Friday, 10th, 11.00 A.M.

Friday, 10th, 11.00 A.M.

Friday, 10th, 1.00 P.M.

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Friday, 10th, 1.00 P.M.

Friday, 10th, 1.00 P.M.

COMMERCIAL

CLOSING QUOTATIONS

	July 8th.
ON LONDON—	
Telegraphic Transfer	1/10-1/2
Bank Bills, on demand	1/10-1/2
Bank Bills, at 30 days' sight	1/10-1/2
Bank Bills, at 4 months' sight	1/10-1/2
Credits, at 4 months' sight	1/10-1/2
Documentary Bills	1/10-1/2
ON PARIS—	
Bank Bills, on demand	237
Credits, at 4 months' sight	242
ON GERMANY—	
On demand	193
ON NEW YORK—	
Bank Bills, on demand	46
Credits, at 60 days' sight	47
ON BOMBAY—	
Telegraphic Transfer	1404
Bank, on demand	141
ON CALCUTTA—	
Telegraphic Transfer	1403
Bank, on demand	141
ON SHANGHAI—	
Bank, at sight	743
Private, 30 days' sight	754
ON YOKOHAMA—	
On demand	924
ON MANILA—	
On demand	924
ON SINGAPORE—	
On demand	1134
ON BATAVIA—	
On demand	1134
ON HAIKONG—	
On demand	53 1/2 p.m.
ON SAIGON—	
On demand	53 1/2 p.m.
ON BANGKOK—	
On demand	53 1/2 p.m.
SOVEREIGNS, Bank's Buying Rate	\$10.50
GOLD LEAF, 100 fine, per tola	\$55.20
SILVER, per oz.	25 1/2

SUBSIDIARY COINS.

	per cent.
Hongkong... 20 cents piece	\$ 9.00 discount.
Hongkong... 10 "	\$ 9.88 "

MAILS VIA SIBERIA.

	Due
London	Shanghai
June 20th.	July 6th.

 ASK
SPECIALLY
FOR

MACKIE'S
WHITE HORSE
WHISKY.

LANE, CRAWFORD & CO.,

SOLE AGENTS.

SHARE LIST—QUOTATIONS.

HONGKONG, 8TH JULY, 1914.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	ON BASIS OF LAST DIV.
BANKS—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$835, sales	5 1/2 p.p.
China Bank Corporation, Limited	60,000	\$12	all	\$114, sales	10 p.p.
China Light and Power Company, Ltd.	50,000	\$5	all	\$44, sales	8 p.p.
China Provisional Loan and Mortgage Co., Ltd.	200,000	\$10	all	\$84, sales	8 p.p.
COTTON MILLS—					
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 130, buyers	3 1/2 p.p.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$74	4 p.p.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$33	4 1/2 p.p.
DOCK AND WHARVES—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$57 1/2	all	\$324, buyers	4 p.p.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$57 1/2	all	\$521, buyers	4 1/2 p.p.
New Amoy Dock Co., Limited	10,000	\$64	all	\$44	4 p.p.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 61, buyers	4 p.p.
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 91	4 p.p.
Green Island Cement Co., Limited	400,000	\$10	all	\$40, buyers	4 p.p.
Hongkong Electric Co., Limited	60,000	\$10	all	\$40, buyers	4 p.p.
Hongkong Hotel Company Limited	20,000	\$52 1/2	all	\$125, buyers	5 1/2 p.p.
MANUFACTURING—					
Manila Metropolitan Hotel, Limited	15,000	P. 10	all	P44, sales	4 1/2 p.p.
Hongkong Ice Company, Limited	5,000	\$25	all	\$200, buyers	9 p.p.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$25, buyers	4 p.p.
H'kong & South China Steam Fishery Co., Ltd.	15,000	\$8	all	\$10	4 p.p.
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	4 p.p.
Hongkong Tramway Co., Ltd.	325,000	5 1/2	all	12 1/2, buyers	4 p.p.
INSURANCE—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$310, buyers	6 1/2 p.p.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$154, buyers	6 1/2 p.p.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$390, buyers	7 p.p.
Hongkong Fire Insurance Co., Ltd.	10,000	\$15	\$5	Tls. 140	6 1/2 p.p.
North China Insurance Co., Limited	12,400	\$250	\$100	\$780, buyers	6 1/2 p.p.
Union Insurance Society, Limited	12,000	\$100	\$50	\$194, 9 1/2	6 1/2 p.p.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$194, 9 1/2	6 1/2 p.p.
LANDS AND BUILDINGS—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$116, buyers	6 1/2 p.p.
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$100, buyers	6 1/2 p.p.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	6 1/2 p.p.
Hongkong Land Reclamation Co., Ltd.	150,000	\$10	all	\$7.50	6 1/2 p.p.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$44	6 1/2 p.p.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 92	6 p.p.
West Point Building Co., Limited	12,500	\$50	all	\$75, buyers	6 p.p.
Maatschappij tot Miff. Beroep en Landbouw exploitatie in Langkat	250,000	Gds. 10	all	Tls. 47, buyers	4 p.p.
MINING—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$21	all	37 1/2	8 1/2 p.p.
Heawood Tin and Rubber Estate, Ltd.	822,000	\$21	all	\$4, sales	8 1/2 p.p.
Raub Australian Gold Mining Co., Ltd.	200,000	\$21	all	\$9 1/2, buyers	8 1/2 p.p.
Tronoh Mines, Limited	25,000	\$10	all	\$9 1/2, sales	8 1/2 p.p.
Peak Tramways Co., Limited	50,000	\$10	all	\$9.90, sales	8 1/2 p.p.
Phillips Co., Limited	75,000	\$10	all	\$8	8 1/2 p.p.
Pulper et Papeteries de Tonkin Societe	13,200	\$50	all	\$20, sales	4 p.p.
SHIPPING—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$79	4 p.p.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$28, sales	4 p.p.
STEAMSHIP COMPANIES—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$3, buyers	8 1/2 p.p.
Douglas Steamship Co., Limited	20,000	\$15	all	\$26 1/2, buyers	7 1/2 p.p.
H'kong, Canton & Swatow S.S. Co., Ltd.	80,000	\$25	all	\$50 (25, 10)	4 1/2 p.p.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$21	all	\$9 1/2, sales	4 1/2 p.p.
Star Ferry Company, Limited	2,500,000	\$10	all	\$15, sales	4 1/2 p.p.
South China Morning Post, Limited	40,000	\$10	all	\$26, buyers	4 1/2 p.p.
Steam Laundry Company, Limited	6,000	\$25	all	\$5, sales	4 1/2 p.p.
SCORES AND DISPENSARIES—					
Powell, Wm., Limited	15,000	\$7	all	\$34	6 p.p.
Watson & Co., A. S. Limited	90,000	\$10	all	\$7.35, buyers	9 1/2 p.p.
Union Waterboat Co., Limited	50,000	\$10	all	\$12	6 1/2 p.p.

Loans.	Amount.	Value.	Interest.	Quotation.
Imperial 1896	Tls. 787,900.	Tls. 250	7 1/2 p. annum	Par.
VERNON & SMYTH, Share Brokers.				


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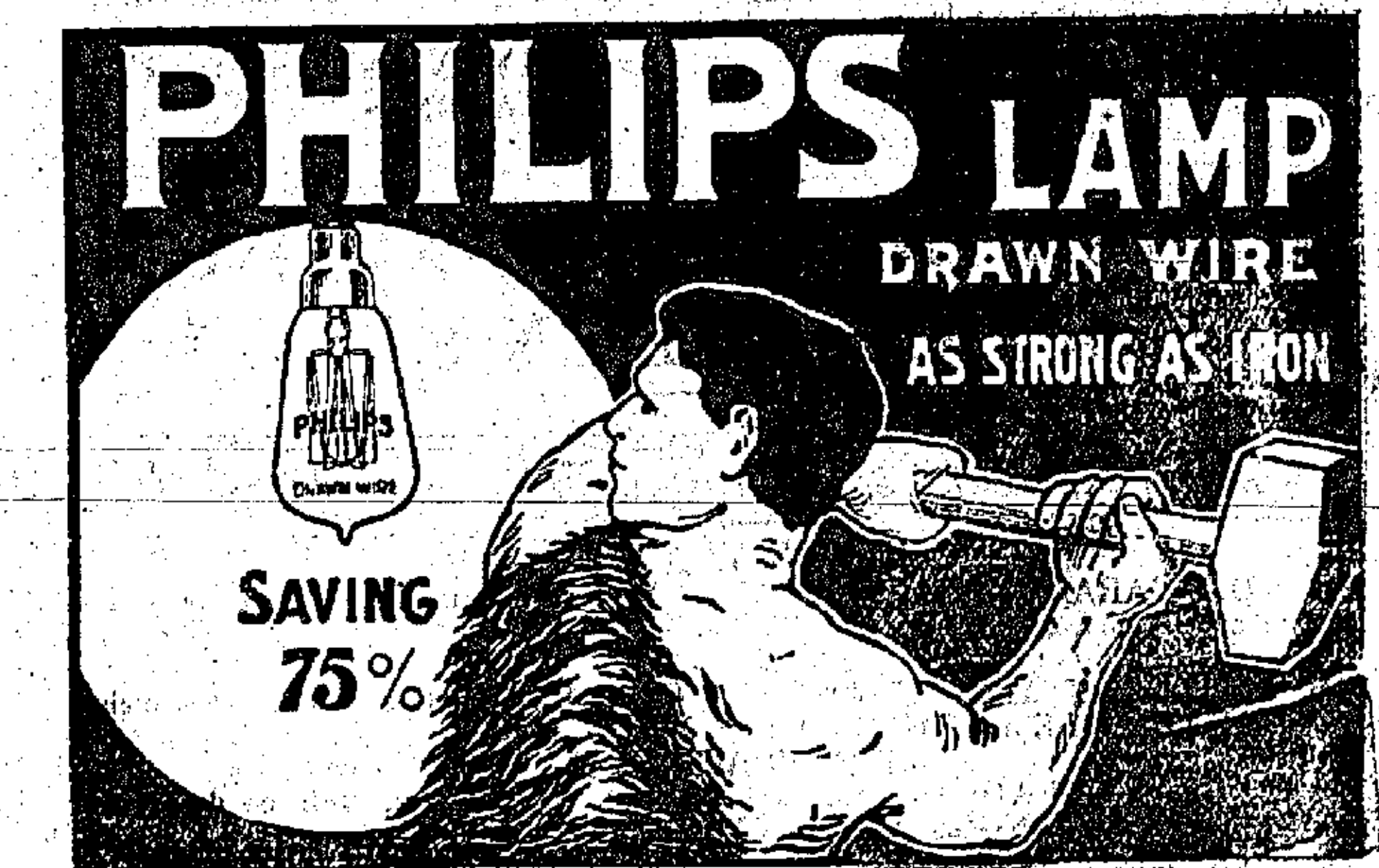
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FORTHCOMING EVENTS.

Saturday, 11th July— 3.15 p.m.—Third Gymkhana Meeting at the Happy Valley.	Wednesday, 15th July— 12.30 p.m.—The Steam Laundry Co., Ltd. Meeting of Shareholders at the Office of Sir C. P. Chater, C.M.G.
Monday, 13th July— Noon—The Hongkong Central Estate, Ltd. Statutory Meeting of Shareholders.	3 p.m.—Auction of Very Valuable Leasehold Property at Auction Rooms, by Messrs. Hughes & Hough.